



~~March 16, 2004 CPC~~  
April 28, 2004 BS

STAFF'S  
REQUEST ANALYSIS  
AND  
RECOMMENDATION

04SN0201

M-3 Investors LLC

Midlothian Magisterial District  
North line of Midlothian Turnpike

**REQUEST:** Amend Conditional Use (Case 03SN0202) to permit a reduction in parking spaces required for Multifamily Residential (R-MF) development.

**PROPOSED LAND USE:**

A mixed use project to include multifamily residential development containing a maximum of 330 dwelling units and limited Corporate Office (O-2) uses is planned. The parking space ratio for the multifamily portion of the development is proposed at 0.65 spaces for each dwelling unit.

**PLANNING COMMISSION RECOMMENDATION**

RECOMMEND APPROVAL AND ACCEPTANCE OF THE PROFFERED CONDITION ON PAGE 2.

**STAFF RECOMMENDATION**

Recommend approval for the following reason:

The requested parking space exception should ensure provision of an adequate number of parking spaces, consistent with similar age-restricted projects.

(NOTE: CONDITIONS MAY BE IMPOSED OR THE PROPERTY OWNER MAY PROFFER CONDITIONS. THE CONDITIONS NOTED WITH "STAFF/CPC" WERE AGREED UPON BY BOTH STAFF AND THE COMMISSION. CONDITIONS WITH ONLY A "STAFF" ARE

RECOMMENDED SOLELY BY STAFF. CONDITIONS WITH ONLY A "CPC" ARE  
ADDITIONAL CONDITIONS RECOMMENDED BY THE PLANNING COMMISSION.)

PROFFERED CONDITION

(STAFF/CPC)      Parking shall be provided at a ratio of 0.65 parking spaces per dwelling  
unit.

(Note: This proffer is in addition to Proffered Condition III.A.3.c. affecting  
all units within the Multifamily Residential (R-MF) portion of the project.)

GENERAL INFORMATION

Location:

North line of Midlothian Turnpike and east line of North Pinetta Drive, west of, and  
adjacent to, Powhite Parkway. Tax IDs 754-706-3006 and 4831 (Sheets 6 and 7).

Existing Zoning:

C-3 and R-7 with Conditional Use

Size:

17.6 acres

Existing Land Use:

Vacant

Adjacent Zoning and Land Use:

North - R-7; Single family residential

South - C-3 and C-5; Public/semi-public (post office), office or commercial

East - Powhite Parkway

West - C-3 and R-15; Commercial or vacant

UTILITIES; ENVIRONMENTAL ENGINEERING; FIRE AND TRANSPORTATION

This request will have no impact upon these facilities.

## LAND USE

### Comprehensive Plan:

Lies within the Northern Area Plan which suggests the property is appropriate for general commercial uses. One (1) of the goals of the Plan is to provide for appropriate transition from residential areas to commercial areas through buffers and land use variations. Specifically, new development should be sited with special attention given to potential compatibility and encroachment problems with surrounding residential development. Given the location of established residential subdivision development north of, and adjacent to, the subject property, as well as access constraints to the site, residential multifamily and limited office uses have been determined as appropriate uses along this portion of Midlothian Turnpike. (Case 03SN0202)

### Area Development Trends:

Properties to the north are zoned Residential (R-7) and are developed as part of the Brighton Green Subdivision. Properties to the south are zoned Community Business (C-3) and General Commercial (C-5) and are occupied by public/semi-public (United States Post Office), office and commercial uses. The property is bound to the east by the Powhite Parkway interchange and to the west by property zoned Community Business (C-3) that is developed for commercial use or is currently vacant, and Residential (R-15) property. The subject property represents infill development along an established commercial corridor.

### Zoning History:

On May 28, 2003, the Board of Supervisors, upon a favorable recommendation by the Planning Commission, approved a Conditional Use to permit Multifamily Residential (R-MF) uses in a Community Business (C-3) District plus proffered conditions on an adjacent Residential (R-7) tract (Case 03SN0202). A mixed use project to include multifamily residential development and limited Corporate Office (O-2) uses was proposed. A Conditional Use was sought, and granted, to allow multifamily uses which do not comply with the restrictions outlined for such uses in C-3 Districts.

### Parking:

Proffered conditions of Case 03SN0202 require that the multifamily portion of the development comply with the Multifamily Residential (R-MF) requirements of the Zoning Ordinance except as specified (Proffered Condition III.A.3 of Case 03SN0202). The Ordinance requires the provision of two (2) off-street parking spaces for each multifamily residential dwelling unit. Proffered as an age-restricted development, an exception is sought to permit 0.65 parking spaces for each dwelling unit (Proffered Condition). Although some residents of this facility may not drive, parking provisions must also accommodate visitors and employees of the development. Based upon staff's experience

with age-restricted projects, as well as supporting data submitted by the applicant for similar age-restricted projects (attached), the requested reduction should accommodate both resident and non-resident parking needs.

### CONCLUSIONS

The requested parking space exception should ensure provision of an adequate number of parking spaces, consistent with similar age-restricted projects.

Given this consideration, staff recommends approval of this request.

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### CASE HISTORY

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Planning Commission Meeting (3/16/04):

The applicant accepted the recommendation. There was no opposition present.

On motion of Mr. Gecker, seconded by Mr. Wilson, the Commission recommended approval and acceptance of the Proffered Condition on page 2.

AYES: Unanimous.

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The Board of Supervisors, on Wednesday, April 28, 2004, beginning at 7:00 p.m., will take under consideration this request.





January 7, 2004

Jane Peterson  
Chesterfield Co. Planning Department  
PO Box 40  
9901 Lori Road  
2nd Floor, Room 203  
Chesterfield, VA 23832

Re: The Crossings at Bon Air- Parking requirement for Age Restricted Multi-Family Use

Dear Jane:

In conjunction with our zoning amendment application we would like to provide this information to support our request for a reduction in the parking requirement to .65 spaces per unit. The tenants of age restricted senior apartments drive less and are less likely to own a car for the following reasons:

- The retirement community will provide onsite amenities, reducing the need for trips away from the facility.
- A passenger van will most likely be provided by the facility for group outings, doctor's appointments and shopping.
- Adult children of the residents will provide much of the transportation for their parents.

We have compiled information from trade associations and colleagues in our industry to determine the number of parking spaces we truly will need. We want to avoid a 'sea of parking', and would like to have as much green space as possible. Our neighbors in Brighton Greens are anxious to keep the amount of impervious area in the campus at a minimum. In addition, reducing the parking will reduce the size of storm water management facilities and create a more residential atmosphere for our residents.

Exhibit A shows that actual parking usage for age restricted multi-family apartments developed by First Centrum in Virginia and Maryland. The range of cars per occupied units is between .33 and .80 with the average being .53. The Arbors which is in Richmond has .5 cars per occupied unit.

04SNO201-1

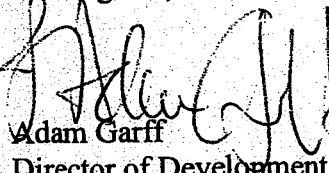
**Exhibit B** is part of a report from the American Seniors Housing Association that was published for age restricted "Independent Living" Facilities. It shows that 55% of residents in an independent living facility own cars.

**Exhibit C** is part of a parking analysis that was compiled for Kisco Retirement Communities in 2001. It shows the Parking demand per parking unit to be between .56 and .71 spaces per unit, with an average of .62.

**Exhibit D** is part of another parking analysis done for Kisco. It shows actual parked cars per dwelling unit to be between .24 and .56 with an average of .41.

Considering the data we have collected and the favorable impact that additional green space would have on our community and the surrounding neighborhood we felt that .65 spaces per unit is more than adequate

Best regards,



Adam Garff  
Director of Development

Enclosure (1)

cc: Bruce Hedrick – Smith/Packett  
Patrick Francis – Brighton Green  
Andy Scherzer - Balzer  
Kristen Keatley - Balzer

Exhibit A

**FIRST CENTRUM, LLC INDEPENDENT LIVING COMMUNITIES**  
**ACTUAL PARKING USAGE FOR MULTISTORY BUILDINGS**

11/17/2003

COMMUNITY	LOCATION	# OCCUPIED UNITS	# RESIDENT VEHICLES	# EMPLOYEE VEHICLES	CARS/UNITS
ARBORS	Richmond, VA	74	36	1	0.50
BAY FOREST	Annapolis, MD	116	53	4	0.49
CREEKSIDE	Frederick, MD	120	52	3	0.46
FOREST GLEN I & II	Fairfax County, VA	189	89	4	0.49
GARDENS OF ANNAPOLIS	Annapolis, MD	92	54	9	0.68
GLEN FOREST	Ann Arundel County, MD	95	69	7	0.80
GREENBRIER	Chesapeake, VA	90	37	4	0.46
KINGS CREST	Spotsylvania County, VA	91	46	3	0.54
MANCHESTER LAKES I & II	Fairfax County, VA	237	73	5	0.33
OLDE TOWNE	Gaithersburg, MD	71	45	5	0.70
REISTERSTOWN	Baltimore County, MD	80	42	3	0.56
RIVER RUN I & II	Prince William County, VA	193	105	5	0.57
SALEM RUN I & II	Spotsylvania County, VA	167	88	4	0.55
TRAVILLE*	Montgomery County, MD	37	29	8	1.00
TOTALS/AVERAGE		1652.0	818.0	65.0	0.53

\* Denotes community in lease-up.



7-1670

The Independent

Report

American  
Seniors  
Housing  
Association

## Exhibit B

dressing, injections, and assistance with medications; 31 percent are provided assistance with activities of daily living, 17 percent specifically mentioned assistance with bathing and 6 percent are receiving some form of physical therapy.

### AUTOMOBILES AND DRIVING

Sixty-three percent of the respondents own an automobile and 58 percent had driven an automobile in the last seven days (Table 65). Residents in CCRCs are significantly more likely to have an automobile and to drive than the residents of the other types of communities. As expected, younger residents are significantly more likely than older residents to own a car and to drive.

### LEGAL AND FINANCIAL INFORMATION

**Legal Instruments and Long-Term Care Insurance.** Slightly more than three-fourths of the residents have a durable power of attorney for health care and a durable power of attorney for finances (Table 66). Eighty-four percent have a living will regarding their wishes relative to life-support in the event of a terminal prognosis. Twenty-six percent have

long-term care insurance. Residents of CCRCs are significantly more likely than the residents of the other types of communities to have these legal and financial instruments in place.

**Financial Assistance.** Thirteen percent of the residents receive financial assistance. Residents in free-standing independent living communities and in those providing IL/AL and IL/SNF services are significantly more likely than residents in CCRCs to receive financial assistance (Table 67). Residents younger than 75 years of age and single persons are more likely than older and married or widowed residents to receive financial assistance.

Among the small proportion of respondents who receive financial assistance, 29 percent receive help from their families (Table 68), 31 percent receive Supplemental Security Income (SSI), 23 percent receive Medicaid, 17 percent receive assistance from HUD and 10 percent receive assistance from the Veteran's Administration. Note, however, that Medicaid does not provide funding for independent living housing.

**Income and Total Worth.** Forty-two percent of the residents had a total annual household

*Table 65* Proportion of Residents Who Own an Automobile and Who Have Driven in the Past Seven Days

		TYPE OF COMMUNITY				
		<u>All</u>	<u>IL</u>	<u>IL &amp; AL</u>	<u>IL &amp; SNF</u>	<u>CCRC</u>
Driven		0.582	0.498	0.463	0.632	0.769
Own an auto		0.632	0.550	0.526	0.719	0.799
		AGE			MARITAL STATUS	
		<u>Younger than 75</u>	<u>75 to 84</u>	<u>85+</u>	<u>Married</u>	<u>Widowed</u>
Driven		0.682	0.669	0.397	0.807	0.487
Own an auto		0.720	0.711	0.473	0.871	0.541
		HOUSEHOLD INCOME			TOTAL WORTH	
		<u>&lt; \$25,000</u>	<u>\$25,000 to \$49,999</u>	<u>\$50,000+</u>	<u>&lt; \$50,000</u>	<u>\$50,000 to \$99,999</u>
Driven		0.495	0.623	0.842	0.505	0.579
Own an auto		0.539	0.696	0.871	0.549	0.609
					<u>\$100,000 to \$299,999</u>	<u>\$300,000+</u>
					0.694	0.758
					0.739	0.807

Exhibit C

TABLE 7

**PARKING SURVEY TABULATION OF RESULTS**  
**Active Senior Apartments, Ladera Ranch**

Description	Residential	Seasonal	Heritage	Commercial	99th Percentile	Standard Deviation	99th Percentile	Additional 10% Buffer
Parking Spaces Assigned	NO	NO	NO	NO	—	—	—	—
Number of Dwellings								
- 1 Bedroom or Studio	136	92	130	119	—	—	—	—
- 2 Bedroom	30	20	13	21	—	—	—	—
* Total	166	112	143	140	—	—	—	—
Number of Parking Spaces (Parking Supply)								
- Visitor	12	7	0	—	—	—	—	—
- Covered	60	0	0	—	—	—	—	—
- Uncovered	93	82	136	—	—	—	—	—
- Handicap	8	4	8	—	—	—	—	—
* Total	173	93	144	137	—	—	—	—
Number of Parked Cars (Parking Demand)								
- Peak Weekday	92	79	83	85	—	—	—	—
- Peak Weekend Day	93	76	76	82	—	—	—	—
* Maximum	93	79	83	85	—	—	—	—
Parking Ratios								
- Parking Supply per Dwelling Unit	1.04	0.83	1.01	0.96	—	—	—	—
- Parking Demand per Dwelling Unit	0.56	0.71	0.58	0.62	0.08	0.86	0.95	—

Notes:

[1] The 99th percentile confidence interval is calculated by adding three standard deviations to the average.

## Table B

Descriptor	Development (For Description See Table A)						Average	Standard Deviation	95th Percentile Confidence Interval**	99th Percentile Confidence Interval**
	1	2	3	4	5	6				
Residents are "Active" or "Mobile"	Yes	Yes	Yes	Yes	Yes	Yes	Yes			
Parking Spaces Assigned	Yes	Yes	Yes	No	Yes	No	No			
Number of Dwellings	244	200	150	103	110	89	50	135.1		
Studio or 1 Bedroom	68	0	0	37	0	0	0	15.0		
2 Bedroom	312	200	150	140	110	89	50	150.1		
Total										
Number of Bedrooms	380	200	150	177	110	89	50	165.1		
Number of Parking Spaces										
Parked	173	66	96	102	83	23	34	82.4		
Unmarked	0	0	15	0	0	3	0	2.6		
Garage	0	0	0	0	0	0	15	2.1		
Total	173	66	111	102	83	26	49	87.1		
Number of Parked Vehicles										
Weekday Late at Night	124	46	67	69	56	5	26	56.4		
Mid Day Saturday	109	47	34	49	41	19	28	49.6		
Maximum	124	48	67	69	56	19	28	58.7		
Parking Ratios										
Parking Spaces Per Dwelling	0.55	0.33	0.74	0.73	0.75	0.29	0.98	0.43	0.66	0.73
Parked Cars Per Dwelling	0.40	0.24	0.45	0.49	0.51	0.21	0.36	0.41	0.69	0.76
(Parked Cars Per Dwelling) x 1.05	0.42	0.25	0.47	0.52	0.53	0.22	0.59	0.43		

\*\* The 95th and 99th percentile confidence intervals are based on a one sided Student t-test.

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